

WEATHER.

Clearing today; tomorrow probably fair; little change in temperature. Temperature for twenty-four hours ended at 10 p.m. last night: Highest, 29; lowest, 21. Full report on Page 12.

The Sunday Star.

Member of the Associated Press
The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or otherwise credited to this paper and also the local news published herein. All rights of publication of special dispatches herein are also reserved.

No. 879.—No. 28,399. Entered as second-class matter post office Washington, D. C.

WASHINGTON, D. C., SUNDAY MORNING, JANUARY 29, 1922.

5

FIVE CENTS.

40 OR MORE KILLED AND SCORES INJURED WHEN KNICKERBOCKER THEATER CAVES IN

ROOF COLLAPSES UNDER SNOW AND BALCONY FALLS

Rescue Work Speeded With Hundreds Lying In Tons of Ruins.

Forty persons are known to have been killed and between 60 and 100 injured when the snow-laden roof of the Knickerbocker Theater, at 18th street and Columbia road northwest, collapsed last night, burying hundreds beneath a twisted mass of steel, stone and concrete.

At 3:30 o'clock this morning the ruins were still being searched by more than 200 soldiers, marines, police and firemen. More dead are believed to rest beneath the pile of debris. All injured have not been reported. The list may reach 100.

The roof crushed in at about 9 o'clock. After eight hours search in a blinding snowstorm the rescue work is incomplete.

As this is written, reports from the scene tell of the cries of the injured still heard from beneath the wreckage.

At 5 o'clock this morning wrecking cranes were being brought to the scene to lift the heavy girders of steel which still kept many captive and prevented recovery of the dead.

CRASH COMES AFTER INTERMISSION.

The orchestra was playing during the intermission for a change of reels. The show was about to begin. People were filing in and out of the theater.

Came a hiss—a terrific crash—the rattle and clatter of falling timber, stone, steel and plaster. A woman screamed. Parting in the middle under the weight of many inches of snow, the roof had given way. It struck the balcony, which extends about half way over the pit. Down crashed the balcony.

A stillness, an unearthly pause, followed the din. Then a scream, an agonized cry, a moan. Beneath tons of steel and masonry scores of men women and children were buried.

The catastrophe will rank among the most terrible on record. While there have been about forty bodies removed from the ruins, the workers, who are continuing this morning their labors among the mass of wreckage, report more bodies pinned beneath under heavy girders. It will be late today before the final truth is known.

CHURCH HOLDS MANY DEAD.

Every hospital within practical reach of the scene was full to overflowing this morning. In the Christian Science Church, which stands at the corner of Columbia road and Euclid street, lay the bodies of a score of dead. Some of them had not been identified. Every house, every store, served as a first-aid station through the night and early today, where the injured were treated and dispatched in ambulances to hospitals or to their homes.

Hotels in the city threw open their doors to be injured and to the rescuers. Residents in the vicinity of 18th street and Columbia road served hot coffee and food through the night.

Toward dawn this morning a crowd of several hundred anxious relatives besieged the hospitals, the newspapers, and took part in the search of the ruins—all awaiting word of some one who was in the theater. More than once during the night the tragic news was broken, over the telephone, to a father, or a mother, of the death of a loved one.

Among Those Dead.

Among those killed were F. H. Ernest, district manager for Washington of the Dictograph Products Company; Douglas Hillyer, a local athlete and well known in Washington society; Miss Mildred Walford, 1727 Riggs place; former Representative A. J. Barchfeld of Pennsylvania; Mrs. Charles M. Wesson, wife of Col. C. M. Wesson, of 1430 K street northwest; and C. C. Brainerd, Washington correspondent of the Brooklyn Eagle and a member of the Gridiron Club.

The crash came at 9 o'clock. It began with a loud hiss, followed by a deafening roar. The middle of the roof gave way first. It was followed by the entire roof and the balcony. The fallen balcony covered the pit of the theater. On top of that was the roof.

RESCUING INJURED FROM KNICKERBOCKER THEATER



The Known Dead.

Former Representative A. J. Barchfeld of Pennsylvania, 1945 Calvert street.
Miss Helena Barchfeld, daughter of former Representative Barchfeld.
C. C. Brainerd, correspondent of Brooklyn Daily Eagle.
Douglas Hillyer, 2021 Hillyer place.
Mrs. Charles M. Wesson, wife of Col. C. M. Wesson, ordnance department, U. S. A., 1821 Belmont road.
Col. Charles Coles Tucker, of Donaldson & Tucker, attorneys.
McC. Farr, Henderson Furniture Co.
Jacob Urdong, 2312 20th street.
Mrs. Mary Ethel Atkinson, 2233 18th street.
L. L. Lehler, 204 B street northwest.
W. B. Sammon, alien property custodian office.
William Tracy, 501 Rhode Island avenue, a trombone player in the orchestra.
Mrs. B. H. Covell, 2409 18th street.
F. H. Ernest, District manager of the Washington office, Dictograph Products Company, offices 402 Evans building.
Mrs. Marie Russell, 2475 18th street northwest.
W. L. Scofield, Danville, Va.
G. S. Freeman, musician.
D. F. O'Donnell, 1731 Columbia road.
Mrs. D. F. O'Donnell, 1731 Columbia road.
Mildred Walford, 1727 Riggs place.
Louis F. Valentine, Almas Temple, 727 13th street northwest.
Mrs. Louis Valentine.
W. M. Crocker, Congress Hall Hotel.
Mrs. Norman E. Martindale, 2633 Adams Mill road.
Joseph W. Beal, 1488 Chapin street.
R. H. Conroy Vance, Fredericksburg, Va.
Thomas R. Bourne, 1430 K street.
"Doc" Brosseau, North Adams, Mass., student at Georgetown Foreign Service School.
F. H. Hall.
Orseto E. Matello, 1800 Belmont street, orchestra leader.
Unidentified woman with light hair, brown leather coat, light brown sweater, wearing khaki knickerbockers, brown stockings and brown sport shoes.
Unidentified man, sandy hair; V. L. on brass belt buckle.
Unidentified man in full dress, believed to be player in orchestra.
An unidentified woman, dark brown hair, about forty years old; poodle waist, black and white plaid skirt.
An unidentified woman, reddish brown hair, about forty years old; white shirtwaist, mole-skin collar and velvet skirt.
An unidentified woman with small check brown skirt and dark silk waist; brown hair; about forty years old.
An unidentified woman, short, heavy; wore black one-piece dress with large pearl buttons.
Heavy-set woman, black velvet dress, string of beads around neck.
An unidentified man with diamond ring; heavy; black suit; gold watch; silver pencil.
Woman with pink silk waist and dark skirt; heavy set; light hair.

List of the Injured.

Mrs. R. J. Brown, 1945 Biltmore street northwest.
Walter Urdong, 2312 20th street northwest.
M. E. Castney, address unknown.
Mrs. Henry S. Powell, 2400 16th street, bruised and cut, was taken to Emergency Hospital. Henry Wilson and Miss Edella Wilson, her son and daughter, who were in the balcony, were removed to their home. Hamilton Wilson, another son, was at home when the fire engines passed. He went to the scene of the accident and found his mother as she was being taken from the building.
Henry T. Lacey, forty years old, an employee of The Star, 1117 K street, fractured ribs.
J. L. Durland, 2109 18th street; cuts and bruises.
Mrs. J. L. Durland, 2109 18th street, shock, cuts and bruises.
Noble Tommaso Assereto, third secretary of the Italian embassy, 1803 California street.
R. J. Bowen, 1949 Biltmore street, badly injured.
Mrs. Mildred (R. J.) Bowen, 1949 Biltmore street, leg broken.
Marie Rhea, 1301 Rhode Island avenue.
John Klenner, musician, 1538 A street northeast.
Belle Rembo, 1929 Calvert street.
F. W. Dodson, 1339 Montague street.
J. B. Dodson, father of above, 1339 Montague street.
John Presono, musician, 435 M street, badly cut head, possible fracture.
Alphonso Vantoucke, musician, 508 East Capitol street, cuts, fractures of right arm and shoulder.
Mertie, 2409 18th street, arm crushed off at shoulder.
G. Caplan, 1715 18th street.
Joe Gold, 1715 18th street, fractured jaw.
Hugh Glenn, 1835 Calvert street.
Edward A. Williams, trombone player, 701 C street, broken leg.
Mr. and Mrs. Joann Michalek, Woodley Apartment, injuries slight.
Dr. Curtis Lee Hall, 1709 Columbia road, fractured arm and his wife, dislocated shoulder, fractured arm and cuts about head.
Miss Margaret Cole, 107 East Florence street, fractured ankles.
Clarence Long, thirty-two, 4840 Biltmore street.
James A. Curtiss, twenty-one, 2462 Ontario road, of Florence, Mass.
Miss Helen Hopkins, 1928 Biltmore street, cuts about the head.
S. M. Lee, 2521 Newark street, abrasion about head and body.
Albert R. Sward, 1429 U street northwest, fractured skull.
Miss MacLean White, 1828 Columbia road, broken leg.
Edna Underwood, 2506 K street northwest.
Mrs. Mattie Schwab, 1810 Calvert street.

STORM GOES SEAWARD; LEAVES TRAFFIC TIE-UP AND 26 INCHES OF SNOW

Trolley Service Suspended at 9 O'Clock Last Night—Cars Stalled Along Streets.

NINE SOUTHERN TRAINS STUCK BETWEEN D. C. AND ALEXANDRIA

Few Arrivals or Departures From Union Station—Some Cars Leave for Nearby Virginia—Fair Weather Promised.

After covering Washington with twenty-six inches of snow and almost completely paralyzing activities of all kinds, the heaviest snowstorm since the blizzard of February, 1921, passed off the eastern shore of Maryland early today, trailed by intense gales along the Atlantic coast. Fair weather, with normal January temperature will follow the storm, according to the weather bureau forecast.

With the cessation of telegraph and telephone communication, the District was virtually isolated last night from the outside world. Street car traffic was suspended entirely about 9 o'clock on all lines, while relief gangs made strenuous efforts to get food to crews of cars snowbound in the suburbs. Many cars of the Capital Traction Company, stalled in the snow along the various lines, were ordered abandoned by the officials and their crews sent home.

Passenger service on the railroads leading into and out of Washington, was crippled and only a few trains, running on belated schedules, arrived in or left the Union Station. Nine trains on the southern lines, operating out of Washington, were stalled on the tracks between here and Alexandria, Va.

Twenty-six inches at 8 o'clock. At 8 o'clock last night the official weather bureau measurement of the snow was twenty-six inches. The greatest fall for the length of time in the history of the bureau. Twenty-nine inches, however, were measured by the officials of the weather bureau at Washington Circle, but this measurement is not considered as official. During the great blizzard of 1918, the bureau stated, but 26.5 inches of snow fell during the two-day storm, a fall of 13.7 inches being already on the ground when the storm started.

Unabated for almost twenty-nine hours, the storm began to dissipate about 9 o'clock last night. As the storm disappeared, the wind increased in velocity, but the weather bureau officials said that it would not go beyond twenty-five miles an hour in Washington, although gales were reported all along the Atlantic coast. Street car companies, which had made valiant efforts to give some sort of service throughout the day, gave up all hope as the number of stalled cars increased early in the night. The Capital Traction Company abandoned its service entirely, and released the tired car crews.

The Washington Railway and Electric Company also virtually suspended its service about 9 o'clock after running a few cars over three of its lines—Mt. Pleasant, Georgetown and Lincoln Park. The subsidiary suburban lines were completely tied up, and a number of cars stalled near Glen Echo and Forest Glen. Crews of these stalled cars were taken food.

Electric lines running into Maryland and Virginia had difficulty in maintaining any schedule. Several cars left on the Washington and Old Dominion line about 8 o'clock for Great Falls. On the Falls Church division of the Washington-Virginia Electric, railway only a few cars left and came into Washington. The Alexandria division of this line was completely crippled since early yesterday morning.

The Washington, Baltimore and Annapolis electric line ran few trains in and out of Washington. Late last night one of the outbound trains was reported stalled somewhere between this city and Baltimore.

Besides halting street car traffic, the storm made it virtually impossible for automobiles and other vehicles to cope with the snow, and last night the downtown streets were lined with abandoned cars, some of which the owners had not been able to move since Friday night. Taxicabs did a thriving business, but as

(Continued on Page 12, Column 1.)

D. C. MERCHANTS REAP HARVEST IN RAPID SALE OF STORM FOOTWEAR

Merchants selling rubbers, puttees, boots and similar articles did a "land office" business yesterday, supplying the needs of persons who were forced to be out in the storm.

By late in the afternoon more than one store was "sold out," the demand seeming especially heavy for puttees and other leg coverings.

Boots of all varieties, including sea-going hip-boots, made their appearance, while Army and Navy uniforms of the several varieties adorned the mainly forms of scores of pedestrians.

Anything that would serve in the storm was put on. The man with the heaviest boots was envied, while the less-protected persons contented themselves with storm rubbers and galoshes of several varieties.

EARLY MORNING FIRE BURNS THREE HOUSES

Three-Alarm Blaze on H Street Between 17th and 18th, Adds to "Night of Terror."

A three-alarm fire at 1714-16 and 18 H street northwest added to the "night of terror." The blaze broke out at 3 o'clock this morning and at 5 while still burning fiercely, was under control of the worn-out firemen, some of whom had just returned from a night of labor at the Knickerbocker theater disaster.

The origin could not be ascertained. The damage is expected to run into many thousands of dollars, inasmuch as the entire three houses were practically burned out inside. The occupants of the three establishments were aroused and reached the street in safety.

GOOD MILK SUPPLY LOOKED FOR TODAY

Local dairies expressed the belief last night that there would be plenty of milk for the District today, despite the somewhat lessened arrival of milk trains yesterday.

One of the largest dairymen declared that his supply from farms in Maryland and Virginia had not been diminished by the storm, and that he had a full supply for delivery to patrons today.

Deliveries perhaps would be late, this dairymen stated, but declared that the storm had not hit his farms with the violence it showed here, and that as far as he was advised the milk supply to this city was normal.

Plan to Use Trucks. Several other managers of local dairies said much the same thing, although it was admitted that continuance of the heavy snowfall today would give a severe setback to the milk supply.

Every effort is being made by dairies to keep the sources of supply open, and in some cases plans were made to use trucks to bring in milk, should the rail delivery totally fail.

It is the hope that, despite any contingencies, enough milk may be brought here to supply all the children of the city. Yesterday many of the children were unable to get milk at some of the chain groceries, and late in the afternoon and in the evening several stores were reported to be wholly without milk.

One chain store in the northwest section declared that it had enough milk on hand to last well through the afternoon, refuting stories that the milk supply was entirely exhausted. Two dairies, said much the same thing, although it was admitted that continuance of the heavy snowfall today would give a severe setback to the milk supply.

The general food situation in the District was said to be good, and no alarm was to be felt, it was declared by those conversant with the situation, unless the snowstorm should continue unabated for an unprecedented period.